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DEVELOPMENTS IN POLISH CIVIL AVIATION

KRAKOW FLIGHT SCHEDULES -- Krakow, Dziennik Polski, 24 Apr 53

The PLL "LOT" (Polskie Linje Lotnicze, Polish Airlines) has introduced an afternoon passenger flight leaving Krakow for Warsaw at 1600 hours. The flight reaches Warsaw at 1715, departs for Gdansk at 1745, and arrives at 1915.

The Krakow-Lodz-Poznan flight leaves Krakow at 1350 and arrives at Lodz at 1450; it leaves Lodz at 1510 and arrives at Poznan at 1615. Immediate connections for Szczecin can then be made.

Orbis [travel agency], located at 32 Szpitalna Street, Krakow, accepts for air express all types of goods, both small packages and bulk, the latter at a reduced rate depending on the weight of the consignment.

EXPANSION OF AIR TRAFFIC -- Berlin, Aussenhandels-Nachrichten, 28 May 52

The Polish airline network was considerably expanded in the first part of 1952. "LOT" aircraft serve the ten largest Polish cities (Warsaw, Krakow, Katowice, Wroclaw, Lodz, Poznan, Bydgoszcz, Szczecin, Gdansk, and Rzeszow) and make flight stops at the capitals of eight countries (Bucharest, Budapest, Prague, Berlin, Brussels, Paris, Copenhagen, and Stockholm).

Between 1 October and 15 May domestic routes have one flight daily (excluding Sundays and holidays). During the summer (between 16 May and 30 September) the main lines between the capital and the provincial cities have two flights daily (morning and night) in both directions. The seasonal Szczecin-Gdansk run is maintained only between May and September.

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The foreign services have the following flights: three times a week to Berlin and Paris; twice a week to Prague, Brussels, and Copenhagen. During the summer, foreign flights are made in both directions on the same day. Between October and April the return flight from Berlin, Brussels, Paris, Stockholm, Bucharest, and Budapest takes place on the following day.

1951 REORGANIZATION OF AIR TRAFFIC -- Berlin, Aussenhandels-Nachrichten, 16 Jul 52

Polish civil aviation underwent basic organizational changes in 1951. In place of the two departments for civil aviation and regular air service, the Central Administration for Civil Aviation was created in the Ministry of Highway and Air Transportation. "LOT," the Polish airline, is controlled by this central administration. The new organizational measures permit uniform administration of all air traffic and hence result in notable budgetary savings.

The 1951 freight and passenger traffic plan for "LOT" was exceeded 9.8 percent on domestic lines and 18.4 percent on foreign lines. During 1951, two new regular lines were opened, a northern one linking the ports of Gdansk and Szczecin, and a southern one from Warsaw to Rzeszow. The latter is heavily traveled and provides convenient connections with southeastern Poland, where rail connections are unsatisfactory.

In the foreign service the two lines from Warsaw to Copenhagen and from Warsaw to Stockholm that were in operation previously have been merged into one line from Warsaw to Copenhagen with an extension to Stockholm (once a week). This change has had a favorable effect on the use of the line.

The main reason for the overfulfillment of the transportation plans of Polish civil aviation is the economic utilization of passenger and freight space. According to Transport, percentage utilization is above that of foreign air lines. An additional reason for the surpassing of the 1951 plan was the great improvement in the operation of the available aircraft. Formerly, flights frequently had to be canceled for technical reasons, but during the report period, such cases occurred much more rarely, scarcely affecting regular traffic. Finally, changes in technical supervisory personnel and improved utilization of the experiences of Soviet civil aviation contributed to the satisfactory results.

DOMESTIC AIR TAXI SERVICE -- Berlin, Aussenhandels-Nachrichten, 12 Apr 52

Beginning in April 1952, more than a dozen twin-engine aircraft of the Aero 45 type will be placed in service as air taxis between wojewodstwo capitals. Between April and the end of 1952, the number of such taxis will be increased to several dozen. Each plane can carry three or four passengers in addition to the pilot and needs only a short runway for take-off and landing; in fact, a highway or meadow is sufficient. The aircraft will also be used as emergency ambulances serving remote localities.

PLANNED AIR TRANSPORT OBJECTIVES FOR 1955 -- Warsaw, Komunikacja I Laczynosc W Planie Szescioletnim (Transportation and Communications in the Six-Year Plan), 1951

As compared with 1949, passenger traffic in domestic flights is expected to increase by 95 percent and freight traffic by 455 percent in 1955.

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A sixfold increase in the transport of baggage, mail, and insured parcels is expected to be attained.

The domestic air transportation network is to expand 25 percent in length and increase 43 percent in the number of lines.

The volume of air express is expected to attain six times that of 1949, and passenger traffic is expected to double the 1949 volume.

The main tasks of the workers are: to maintain more economy in use of fuel, to extend flight periods without repairs, to improve flight efficiency, to use better technology for repairs and utilization of workshops, to improve the regularity of flights, and to increase the speed of planes.

During the planned period, airports are to be modernized. Hangars and warehouses are to become more productive. There will be wider application of radio communication facilities and airport lighting.

One of the basic objectives will be to render air transportation accessible to persons traveling on official business. -- Zygmunt Zonik

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